

Timothy W. Monville
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OAS-Eastern Region Aviation

Date: November 2, 2023

Subject: ERA23LA348, Record of Conversation/Interview

Contact: Steven G. Howard

Mr. Steven G. Howard was contacted by phone on November 2, 2023 at 1039 EDT. He was called at [REDACTED] He provided an e-mail address of [REDACTED]

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

Since the NTSB had already obtained initial statements from him and the right seat occupant, but was lacking some information as well as the completed NTSB Pilot/Operator Aircraft Accident/Incident Report form, he was asked the following questions:

What is the name of the insurance adjuster?
Prinn Ross. His phone is [REDACTED]

Did you add power to recover on final approach?
It happened so fast I don't remember. "I guess I froze."

Was there anything mechanically wrong with the airplane that caused the accident?
No, we were on a maintenance test flight. The airplane was running perfect. It was gusty and windy that day. On final approach the flight dropped below the tress and stopped flying.

What was the flap setting for final approach?
I think 20°.

What indicated airspeed did you maintain on final approach?
65 or 70 knots.

NTSB Questions Continued –

Did you hear the stall warning horn?
I think so briefly.

The phone call ended at 1054 EDT.

The digest was e-mailed to him for review on November 2, 2023. He replied the same day at 1302 EDT with, “Looks good, thank you.” The FINAL digest was e-mailed to him on November 2, 2023.